

SEC. 3. Section 221(a) of the Public Health Service Act, as amended (42 U.S.C. 213a(a)), is amended—

70A Stat. 619; 72 Stat. 1547.

(1) by redesignating clauses (1), (2), (3), (4), (5), (6), and (7) as clauses "(2)", "(3)", "(4)", "(5)", "(6)", "(7)", and "(8)", respectively; and

(2) by inserting the following new clause at the beginning:

"(1) Section 1036, Escorts for dependents of members: transportation and travel allowances."

SEC. 4. Travel and transportation allowances paid before the effective date of this Act to persons ordered by competent authority to escort dependents of members of the uniformed services are hereby validated, if they would have been authorized under section 1 of this Act.

Payments validated.

SEC. 5. Any person who was ordered by competent authority after January 1, 1950, and before the effective date of this Act to escort dependents of members of the uniformed services and who has not been paid travel and transportation allowances, or who has repaid the United States the amount so paid to him, is entitled to be paid the amount otherwise authorized by section 1 of this Act, if application for such payment is made not later than one year after the effective date of this Act.

Application for payment.

SEC. 6. The Comptroller General of the United States, or his designee, shall relieve disbursing officers, including special disbursing agents, from accountability or responsibility for any payments described in section 4 of this Act, and shall allow credits in the settlement of the accounts of those disbursing officers or agents for payments which are found to be free from fraud or collusion.

Disbursing officers, relief.

SEC. 7. No regulations under section 1 of this Act relating to the military departments shall be prescribed by the Secretary of a military department unless such regulations are first approved under procedures prescribed by the Secretary of Defense. Regulations of the Secretaries of the Treasury, Commerce, and Health, Education, and Welfare under section 1, 2, or 3 of this Act shall, to the extent practicable, agree with regulations so approved.

Approval of regulations.

Approved August 14, 1959.

Public Law 86-161

AN ACT

To authorize the Secretary of the Navy to acquire certain real property in the county of Solano, California, to transfer certain real property to the county of Solano, California, and for other purposes.

August 14, 1959
[H. R. 697]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is authorized to acquire on behalf of the United States, by gift, purchase, condemnation, or otherwise, the real property described in section 3 of this Act, for the purpose of relocating thereon certain railroad tracks located on the date of enactment of this Act on the real property described in section 4 of this Act.

Solano, Calif.
Property acquisition and conveyance.

SEC. 2. Upon acquisition of the real property described in section 3 of this Act, the Secretary shall convey to the county of Solano, California, all right, title, and interest of the United States in and to the real property described in section 4 of this Act, upon payment to the United States by such county of all expenses incurred by the United States under the first section of this Act, including expenses incurred

by the United States in relocating the railroad tracks referred to in such first section. Any public works funds appropriated now, or hereafter available to the Department of the Navy, may be obligated for this purpose. Reimbursements to the Government on account of payments made pursuant to this Act shall be made to the appropriation against which such payments were charged.

SEC. 3. The real property to be acquired by the Secretary under the first section of this Act is situated in the county of Solano, California, and is more particularly described as follows:

A PORTION OF PARCEL NUMBERED 1

Beginning at a point 15.00 feet easterly and at right angles to engineers station 130+78.26, said engineers station being in the center of the existing United States Navy railroad tracks; thence along a curve to the right of radius 286.56 feet, central angle 17 degrees 03 minutes 20 seconds, and length 87.18 feet, to the true point of beginning, said point being north 0 degrees 06 minutes 33 seconds west, 152.70 feet distant from the northwest corner of parcel numbered 2 described in book 385 at page 190 of official records of Solano County; thence north 0 degrees 06 minutes 33 seconds west, 76.10 feet; thence along a curve to the right of radius 316.56 feet, central angle 15 degrees 46 minutes 42 seconds, and length 87.17 feet to a point, said point being south 11 degrees 45 minutes 08 seconds east, 20.30 feet distant from the southeast corner of parcel numbered 2 described in book 385 at page 190 of official records of Solano County; thence south 11 degrees 45 minutes 08 seconds east, 36.28 feet; thence along a curve to the left of radius 286.56 feet, central angle 24 degrees 57 minutes 46 seconds, and length 124.85 feet to the true point of beginning.

A PORTION OF PARCEL NUMBERED 2

Beginning at a point 15.00 feet easterly and at right angles to engineers station 130+78.26, said engineers station being in the center of existing United States Navy railroad tracks; thence along a curve to the right of radius 286.56 feet; central angle 61 degrees 54 minutes 05 seconds and length 309.59 feet to the true point of beginning; thence north 11 degrees 45 minutes 08 seconds west, 31.14 feet to a point, said point being south 11 degrees 45 minutes 08 seconds east, 8.86 feet distant from the Hans Adler property as said property is described in book 109 at page 374 of official records of Solano County; thence along curve to the right of radius 316.56 feet, central angle 13 degrees 35 minutes 13 seconds, and length 75.07 feet; thence along a line tangent to the curve north 77 degrees 02 minutes 44 seconds east, 198.27 feet, said line being a portion of the south line of the Hans Adler property described in book 109 in page 374 of official records of Solano County, thence along a curve to the left of radius 286.56 feet, central angle 42 degrees 24 minutes 55 seconds, and length 212.14 feet to the south line of lot numbered 4 of El Campo Gardens subdivision recorded in book 14 at page 15 of official records of Solano County, thence along the south line of lot numbered 4 north 77 degrees 02 minutes 44 seconds east, 36.14 feet to the west line of the Southern Pacific Railroad Company right-of-way; thence along said right-of-way line south 5 degrees 16 minutes 03 seconds west, 6.06 feet; thence along a curve to the right of radius 316.56 feet central angle 46 degrees 35 minutes 01 seconds and length 257.39 feet; thence south 77 degrees 02 minutes 44 seconds west, 198.27 feet to a curve to the left, along said curve of radius 286.56 feet, central angle 15 degrees 10 minutes 36 seconds a distance of 75.91 feet to the true point of beginning.

A PORTION OF PARCEL NUMBERED 3

Beginning at a point 15.00 feet easterly and at right angles to engineers station 130+78.26, said engineers station being in the center of the existing United States Navy railroad tracks; thence along a curve to the right of radius 286.56, central angle 77 degrees 04 minutes 41 seconds, and length 385.50 feet; thence north 77 degrees 02 minutes 44 seconds east, 198.27 feet; thence along a curve to the left of radius 316.56 feet, central angle 46 degrees 35 minutes 01 seconds, and length 257.39 feet; thence along the Southern Pacific Railroad Company right of way north 5 degrees 16 minutes 03 seconds west, 6.06 feet, to the true point of beginning; thence south 77 degrees 02 minutes 44 seconds west 36.14 feet along the south line of lot numbered 4, El Campo Garden Subdivision, said subdivision is recorded in book 14 at page 15 of official records of Solano County; thence northeasterly along a curve to the left of radius 286.56 feet, central angle 13 degrees 45 minutes 44 seconds, and length 68.83 feet; thence along the east line of lot numbered 4 south 5 degrees 16 minutes 03 seconds east, 52.20 feet to the true point of beginning.

PARCEL NUMBERED 4

A permanent easement for railroad purposes beginning at a point 15.00 feet easterly and at right angles to engineers station 130+78.26, said engineers station being in the center of the existing United States Navy railroad tracks; thence along a curve to the right of radius 286.56 feet, central angle 42 degrees 01 minutes 06 seconds length 215.03 feet, to a point on the westerly right-of-way line of Solano County Road Numbered 1070, said point being the true point of beginning; thence along said right-of-way line north 11 degrees 45 minutes 08 seconds west 36.28 feet; thence along a curve to the right of radius 316.56 feet central angle 17 degrees 34 minutes 24 seconds length 97.19 feet to a point on the easterly right-of-way line of Solano County Road Numbered 1070; thence along said right-of-way line south 11 degrees 45 minutes 08 seconds east 31.14 feet; thence along a curve to the left of radius 286.56 feet central angle 19 degrees 50 minutes 59 seconds length 99.28 feet to the true point of beginning.

SEC. 4. The real property of the United States to be conveyed by the Secretary under section 2 of this Act is situated in the county of Solano, California, and is more particularly described as follows:

PARCEL NUMBERED 23

In the county of Solano, State of California, that portion of County Road Numbered 85 occupied in the year 1955 by the roadbed of the San Francisco and Napa Valley Railroad extending approximately from engineers' railroad centerline station 138+00 to 203+00; being the railroad right-of-way franchise granted by Ordinance Numbered 55, Solano County, California, adopted April 7, 1902.

PARCEL NUMBERED 24

That part situate in Solano County, California, only of the land conveyed by Mary Victoria Hamilton to the Vallejo, Benicia and Napa Valley Railroad Company by deed dated March 6, 1904, and recorded March 16, 1904, in book 145 of deeds, page 210, in the Office of the Recorder, Solano County. The land conveyed by said deed being described therein as follows:

Being a portion of the land formerly of D. and L. Mini and the Rutan estate distant about two miles southerly from Napa Junction, lying upon the west side of the Napa Road adjoining the lands formerly owned by John Mullin on the south and of D. and L. Mini on the north, said portion of land being more particularly described as follows, to wit:

Being in part a strip of triangular-shaped piece of land fronting upon the Napa Road for a distance of about eight hundred and sixty-four feet, described as follows, to wit: Said triangle of land having its apex at the intersection of the west line of Napa Road and an existing subdivision fence extending westerly from said Napa Road, said fence being distant about six hundred feet south of the residence on said property, the base of said triangle being a straight line extending northerly from said apex for a distance of about eight hundred and sixty-seven feet to a point on an existing corral fence, which point is sixty feet west of the west line of Napa Road, being also the west side of the right-of-way of the Southern Pacific Railroad Company;

Thence easterly along said corral fence distant sixty feet to an intersection with the said west line of the Napa Road. Said right-of-way also including a strip or tract of land parallel with and adjacent to the right-of-way of the Southern Pacific Railroad Company on the west side thereof, described as follows:

Beginning at a point on an existing corral fence, distant sixty feet west of the west line of the Southern Pacific Railroad right-of-way (coincident with said point above mentioned);

Thence northerly for a distance of about eight hundred and eighty-five feet to a point on an existing fence (which extends westerly from the west line of the right-of-way of the Southern Pacific Railroad Company and is hereby designated as Mini's fence) distant seventy-five feet west of the west line of the right-of-way of the Southern Pacific Railroad;

Thence easterly for a distance of 75 feet to the said west line of said Southern Pacific Railroad right-of-way;

Thence southerly on the said west line of said Southern Pacific Railroad Company right-of-way for a distance of about eight hundred and eighty-one feet to the said corral fence; thence westerly distant sixty feet to the point of beginning; said right-of-way also including a strip of land seventy-five feet wide, parallel with and adjacent to the said right-of-way of the Southern Pacific Railroad Company on the west side thereof, said strip extending from the north line of said property (adjoining the property of D. and L. Mini) southerly for a distance of about two thousand six hundred and fifty-four feet, to said existing fence (above designated as Mini's fence) which extends westerly from the west line of the right-of-way of the Southern Pacific Railroad Company. The three strips of land herein separately described being one continuous strip or tract.

Approved August 14, 1959.

Public Law 86-162

JOINT RESOLUTION

August 18, 1959
[S. J. Res. 118]

Authorizing and requesting the President of the United States to issue a proclamation calling for the flag of the United States to be flown at half-staff on the occasion of the death of the last surviving veteran of the War Between the States.

Proclamation,
authorization.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the